



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, DC 20350-2000

22
IN REPLY REFER TO
OPNAVINST 4610.8E
OP-413

20 JUN 1989

OPNAV INSTRUCTION 4610.8E

From: Chief of Naval Operations

Subj: TRANSPORTATION AND TRAFFIC MANAGEMENT

Encl: (1) DoD Directive 4500.9 of 26 Jan 89

1. Purpose. To implement Department of Defense (DoD) transportation and traffic management policies within the Navy. This instruction is a substantial revision and should be reviewed in its entirety.

2. Cancellation. OPNAV Instruction 4610.8D and 4565.1.

3. Background. Enclosure (1) has been revised and reissued. It consolidates general DoD transportation and traffic management policies and includes guidance promulgated by Defense Transportation Program Policy Memorandum (DTPPM).

4. Responsibilities. Within the Navy, the central points of contact on transportation and traffic management policies are:

a. Chief of Naval Operations (OP-41/413): Transportation Policy and Management

b. Chief of Naval Operations (OP-42): Strategic Sealift

c. Naval Military Personnel Command (NMPC-07): Passenger Transportation Management

d. Naval Supply Systems Command (SUP-05): Transportation Operations, Material Movement, and Traffic Management

e. Naval Sea Systems Command (SEA-06T): Ordnance Transportation

5. Action. Addressees will:

a. Comply with enclosure (1) in all matters concerning transportation and traffic management.

b. Issue supplementary directives, as required, to implement enclosure (1).


EDWARD M. STRAW

Director, Materiel Division



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Department of Defense DIRECTIVE

OPNAVINST 4610.8E

20 JUN 1989

January 26, 1989

NUMBER 4500.9

USD(A)

SUBJECT: Transportation and Traffic Management

- References:
- (a) DoD Directive 4500.9, subject as above, June 28, 1976 (hereby canceled)
 - (b) DoD Directive 4500.2, "Land Transportation Outside the Continental United States," February 15, 1980 (hereby canceled)
 - (c) DoD Directive 4515.13, "Transportation by DoD-Owned and Controlled Aircraft," June 26, 1979 (hereby canceled)
 - (d) DoD Instruction 4500.35, "Processing and Shipping DoD Sponsored Retrograde Material Destined for Shipment to the United States, its Territories, Trusts, and Possessions," September 26, 1970 (hereby canceled)
 - (e) through (ll), see enclosure 1

A. REISSUANCE AND PURPOSE

This Directive:

1. Reissues and updates reference (a); cancels references (b) through (g).
2. Prescribes general DoD transportation and traffic management policies. Specific policies on congressional or public affairs travel are in DoD Directive 4515.12 and DoD Instruction 5435.2 (references (h) and (i)), respectively. Policies for operational support airlift are in DoD Directive 4500.43 (reference (j)). Policies on administrative use of motor vehicles are in DoD Directive 4500.36 (reference (k)). Policies for personal property shipment and storage are in DoD Directive 4500.34 (reference (l)), and policies on air passenger management and quality control of civil air carriers are in DoD Directive 4500.53 (reference (m)).
3. Includes transportation policies promulgated by Defense Transportation Program Policy Memoranda (DTPPM).

B. APPLICABILITY

This Directive applies to the Office of the Secretary of Defense (OSD), the Military Departments including their Active and Reserve components, the Joint Chiefs of Staff (JCS), the Joint Staff, the Unified and Specified Commands, and the Defense Agencies (hereafter referred to collectively as "DoD Components").

C. POLICY

1. Organization and Management of Transportation Resources. DoD transportation resources shall be organized and managed to ensure optimum responsiveness, efficiency, and economy to support the DoD mission.

Enclosure (1)

2. DoD-Owned or -Controlled Transportation Resources. The Department of Defense shall maintain and operate in peacetime only those owned or controlled (defined as transportation assets leased or chartered for periods greater than 90 days) transportation resources needed to meet approved DoD emergency and wartime requirements that cannot be met from commercial transportation sources. Those transportation resources shall be used during peacetime as efficiently as possible to provide essential training for operational personnel and to meet logistic needs consistent with fostering the development of military-useful commercial capabilities. Requirements in excess of DoD capability shall be met by the use of commercial carriers. DoD-owned or -controlled transportation resources shall be used for official purposes only.

3. Traffic Management. It is DoD policy to procure safe, secure, reliable, and quality commercial transportation services that shall meet DoD requirements at the lowest overall cost. To support that policy, the DoD transportation single managers, designated in DoD Directives 5160.53, 5160.10, and 5160.2 (references (n) through (p)), and the shipper services shall promote a viable commercial transportation network capable of meeting wartime and peacetime transportation requirements and shall:

a. Develop negotiation plans and strategies to ensure that DoD short-term and long-term transportation needs are met.

b. Develop acceptable standards of service based on objective criteria, and determine carriers qualified to be used by the Department of Defense.

c. Work closely with the procurement community in material acquisition to ensure that transportability factors and transportation costs and constraints are considered. Contracting officials shall consult DoD transportation officials in accordance with FAR, part 47.3 (reference (q)), to determine the best delivery terms for material (free on board (FOB) origin or destination) that meet DoD movement requirements and result in the lowest overall delivered cost.

d. Ship direct from vendors to users whenever it is economical and consistent with the need to consolidate shipments to obtain lower transportation rates.

e. Take advantage of the benefits and economies to be achieved by consolidating shipments and by adjusting schedules where movement requirements permit.

f. Make maximum use of negotiated and guaranteed traffic tenders for volume and repetitive shipments. For purposes of volume rate negotiations, shippers are encouraged to consolidate shipments destined for, or originating in, the same area.

g. Limit the use of premium methods and modes of transportation to shipments that clearly require such service for meeting priority mission requirements or whenever savings due to reductions in pipeline or stored supplies exceed the marginal cost of expedited service.

h. Extend uniform material movement and issue priority standard transit times to permit use of lower cost transportation services and shipment consolidation when agreed to by the shipper and requisitioner.

i. Configure shipments to facilitate the use of low-cost transportation options.

j. Consider "non-traditional" transportation alternatives, such as barge service, when they meet requirements at a lower cost.

k. Review applicable rates and charges on DoD and foreign military sales (FMS) movements to ensure that they are fairly, reasonably, and properly applied, and take action to obtain relief from rates or charges found to be unfairly, unreasonably, and improperly applied.

4. Travel Management

a. Group Movement of DoD Passengers in the Continental United States (CONUS). Commercial transportation shall be requested from the Military Traffic Management Command (MTMC) when moving groups of 21, or more, DoD passengers in CONUS, except when military transportation is essential to meet training or mission requirements, or when opportune capability is generated as a result of training or logistics support requirements. Where military transportation is considered appropriate, commercial transportation shall not be requested from MTMC until all actions to obtain military transportation have been exhausted. When MTMC is requested to arrange commercial transportation, all previous requests and actions pending to obtain military transportation shall be canceled by the requesting activity.

b. DoD Car Rental Program. MTMC is responsible for all DoD car rental programs. Rental car arrangements shall be made through commercial travel offices (CTOs), when available, to ensure the lowest rate and comprehensive reporting on rental car use. If arrangements cannot be made through CTOs, DoD travelers shall select a car rental service that accomplishes the mission at the lowest overall cost to the Government. To accomplish this, travelers shall select rental cars from companies that have DoD rate agreements or from other companies that offer a lower rate.

c. Business Class (Less Than First-Class) and First-Class Air Carrier Accommodations. DoD members shall use coach class air accommodations. Use of business-class or first-class air accommodations shall be on an exception basis, as prescribed in subparagraphs C.4.c.(1), C.4.c.(2), and C.4.c.(3), below:

(1) Business-class accommodations are authorized only under the following conditions:

(a) When coach class accommodations are not available for overseas travel and the only alternative is the use of a foreign-flag air carrier.

(b) For Presidential appointees in codes 2 and 3, and three- and four-star general and/or flag officers when traveling overseas on official temporary additional duty (TAD) and/or temporary duty (TDY) business. This authorization extends to the principal only. Travel within the CONUS shall be by coach and/or economy class only.

(c) For travel not encompassed by subparagraphs C.4.c.(1)(a) and C.4.c.(1)(b), above, when justification, based on mission requirements, is submitted in advance, and approval is obtained from the appropriate approval authority listed in subparagraph C.4.c.(4), below.

(2) First-class travel shall be used only when exceptional circumstances dictate, and as approved IN ADVANCE in accordance with subparagraph C.4.c.(4), below. First-class accommodations may be appropriate, as follows:

(a) Security or operational necessity considerations dictate the use of first-class accommodations because no other accommodation is available that shall satisfy the mission.

(b) No other accommodation is available on U.S.-flag carriers and the use of first-class accommodations is cost effective when compared to the cost of travel by foreign-flag carrier.

(c) Medical requirements validated by the physician in charge dictates the need for first-class accommodations.

(3) DoD Components shall review requests for business- and first-class travel under subparagraphs C.4.c.(1)(a), C.4.c.(1)(c), and C.4.c.(2), above, to determine if mission needs may allow for a change in travel dates to support a lower-class accommodation. It is the DoD Component's responsibility to ensure that the use of premium accommodations is controlled. Travelers shall identify travel requirements in sufficient time (if known) to arrange coach-class accommodations. The traffic management office shall ensure that all U.S.-flag airlines are canvassed and that alternative dates of travel are offered to the member before determining if coach class is not available. The local traffic manager in conjunction with the orders approving authority may approve business class travel on U.S.-flag air carriers if coach class is not available and when the only other alternative that would meet the mission is the use of foreign-flag air transportation. All decisions shall be documented and maintained for 1 year after the fiscal year (FY) of the travel for audit purposes.

(4) First-Class and Business-Class Approval Authorities

(a) Approval authorities for the use of business-class or first-class travel accommodations, not specifically authorized in paragraph C.4.c., above, are the Executive Secretary for personnel assigned to Defense Agencies and to the OSD; the Secretaries for personnel within their Military Services and Secretariats; and the Director, Joint Staff, for personnel assigned to the Joint Staff and the Unified and Specified Commands.

(b) Service Secretaries may redelegate approval authority to Under Secretaries, Service Chiefs or their Vice and/or Deputy Chiefs of Staff, and four-star major commanders or their three-star vice and/or deputy commander, and no further. Approval only may be considered by those officials for security, operational necessity, cost effectiveness, or medical reasons cited in subparagraphs C.4.c.(2)(a) through C.4.c.(2)(c), above.

5. Airlift

a. Use of Military Airlift Command (MAC) Airlift Services for International Movement of Passengers and Cargo. MAC-owned or -contracted airlift shall be used for the international movement of DoD-sponsored passengers and cargo when MAC airlift capability is available and meets mission requirements. When MAC airlift service is not available to meet individual or group international travel requirements, DoD Components may arrange alternative transportation capability through MAC, or directly with commercial carriers, consistent with DoD and service traffic management policy. To the extent practical, civil air carriers contractually committed to the Department of Defense under the Civil Reserve Air Fleet (CRAF) Program shall be used.

b. Foreign Air Transportation. U.S. flag air carriers that hold certificates under P.L. 85-726, 401, (reference (r)) are required by 49 U.S.C. 1517 (reference (s)) to be used for all foreign air transportation of persons or property when financed by the Government, or obtained for any foreign nation or international organization, without provision for reimbursement if such service provided by the U.S. carriers is available. U.S. flag carriers shall be used even though service by a foreign flag air carrier costs less, is preferred, or is more convenient. The Comptroller General of the United States has issued guidelines in B-148942 (reference (t)), which defines "availability" of passenger or freight services. The authorized exceptions to the use of U.S. Certified Air Carriers are in the JTR (reference (u)) and in this Directive.

c. Threat to Travelers. Members of the Uniformed Services and DoD civilian employees are authorized to use foreign flag airlines (if U.S. flag carriers are not available) and/or indirect routings to avoid high threat areas/airports identified by the Defense Intelligence Agency (DIA) and designated by the Assistant Secretary of Defense for Special Operations/Low Intensity Conflict (ASD(SO/LIC)). DoD personnel using foreign aircraft to avoid specific airports or routings must disembark at the nearest practical interchange point and continue the journey on U.S. flag carrier service.

d. Airlift Approval and Coordination. The critical nature of airlift resources requires that they be used in a judicious and economical manner. DoD Components tasked to employ airlift must retain surveillance over those important resources and ensure that appropriate OSD and Joint Staff are informed of sensitive airlift operations. Airlift approval authority for movements supporting activities other than DoD Components is vested solely with the Secretary of Defense. The delegation of that approval authority is reflected in enclosure 2 of this Directive. Requests for support not specifically meeting the provisions of the enclosure shall be forwarded to the Director, Transportation Policy, Office of the Assistant Secretary of Defense (Production and Logistics) (OASD(P&L)) for action.

6. Sealift

a. Use of Commercial Sealift. The Department of Defense shall operate the minimum number of dry cargo ships needed to meet JCS exercise and other forecast requirements that cannot be accommodated by scheduled commercial sources. The Military Sealift Command (MSC), in coordination with the MTMC,

shall size the dry cargo controlled fleet to meet this DoD policy. Ready Reserve Force (RRF) ships shall be used to meet peacetime surge requirements for JCS exercises and initial DoD dry cargo lift surge requirements, when responding to crisis and war. Once the MSC fleet is sized according to this policy, MSC dry cargo ships shall be used to the maximum extent when vessel schedules satisfy cargo delivery requirements.

b. Use of Foreign-Flag Shipping. DoD cargo shall be transported by sea only in vessels of the United States, or belonging to the United States, except in accordance with the terms of an applicable treaty or when U.S.-flag ships are not available to meet the requirements of the cargo, or when the Secretary of the Navy (SECNAV), in accordance with the Presidential Memorandum and the Secretary of Defense Memorandum (references (v) and (w)), determines that rates charged by such vessels are excessive or otherwise unreasonable under (FAR, part 47.5) (reference (q)). All Defense Security Assistance Agency (DSAA) material that is U.S. financed shall be transported by U.S.-flag carriers, unless a non-availability waiver has been granted by the DSAA and the Maritime Administration (MARAD).

c. Ocean Shipment of FMS Cargo via the Defense Transportation System (DTS). FMS cargo, although offered for shipment by DoD elements, is not authorized for shipment under the favorable rates negotiated by MTMC in tenders for inland movement or negotiated by MSC for ocean carriage by U.S.-flag carriers. FMS cargo moving in the DTS shall be handled under procedures that ensure commercial bookings and established commercial ocean carrier service and rates are used.

d. Use of Fast Sealift Ships (FSS) During Peacetime. In peacetime, the FSS shall be maintained in a reduced operating status and berthed in U.S. ports. The ships shall be used regularly according to approved exercise plans. Cargo generated in direct support of exercises and specifically identified as exercise cargo in the approved exercise plan is eligible for sealift in the FSS ships. Those ships shall not be used for sealift of DoD cargo that otherwise would be carried routinely on U.S.-flag commercial ships. Exceptions to that policy may be granted only in an emergency or unusual situation with the approval of the Assistant Secretary of Defense (Production and Logistics) (ASD(P&L)).

e. Delegation of Authority for Navigation and Inspection Laws. The following delegations of authority are promulgated to implement P.L. 81-891, 64 Statute 1120 (reference (x)) and shall supercede those previously in DoD Directive 5100.21 (reference (e)).

(1) The ASD(P&L) has full authority to act for the Secretary of Defense, and to exercise the powers of the Secretary of Defense on any and all matters that the Secretary of Defense is authorized to act on under reference (x), except as delegated in subparagraphs C.6.e.(2) and C.6.e.(3), below.

(2) The Secretary of the Army shall act for the Secretary of Defense, and exercise the powers of the Secretary of Defense on any and all matters that the Secretary of Defense is authorized to act on under reference (x) if such action is related to the St. Lawrence Seaway Power Project, the St. Lawrence Seaway Navigation Project, and the Great Lakes Connecting Channels Project.

(3) The SECNAV shall act for the Secretary of Defense and exercise the powers of the Secretary of Defense under P.L. 81-891 (reference (x)) only on matters pertaining to waiver of cabotage law under the "Merchant Marine Act of 1920" (reference (y)) for the carriage of DoD cargo in the DTS. The authority may be redelegated to the Commander, MSC (and no further). All other requests for waiver of cabotage laws shall be referred to the ASD(P&L).

(4) All requests for waiver of the navigation and vessel inspection laws of the United States made by the ASD(P&L), the Secretary of the Army, or the SECNAV to the Head of any Department or Agency responsible for the administration of such laws, shall be considered to have been made by and with the full authority and power of the Secretary of Defense.

(5) The authority delegated herein may not be redelegated.

f. Ship Mortgages. The SECNAV is delegated full power and authority to act for and in the name of the Secretary of Defense on any and all matters that the Secretary of Defense is authorized to act under the "Merchant Marine Act of 1936" (reference (z)) providing for ship mortgages. This delegation supercedes that previously made in DoD Directive 5160.25 (reference (f)).

7. Privately Owned Vehicle (POV) Overland Movement. 10 U.S.C. 2634 (reference (aa)) authorizes overland movement of POVs, whenever this routing shall not cost more than alternative routings. MTMC shall determine requirements for overland movement of POVs in CONUS, to include the establishment of POV processing facilities outside of water ports. The theater commander shall determine the requirement for inland POV processing facilities in overseas areas.

8. Consolidation of Personal Property Shipping Offices. Optimum consolidation of personal property traffic management functions and shipping offices is to be achieved within each geographic consolidation planning area designated by the OASD(P&L). Consolidation efforts should maintain primary focus on service to the Military Service member and should be accomplished if potential for efficiencies in operations exist.

9. Movement of Hazardous Materials. Shipments of hazardous materials shall conform to applicable statutes and to requirements established by regulatory bodies having responsibility over such traffic. MTMC is the DoD point of contact for the establishment, amendment, or clarification of rules and regulations of the regulatory bodies governing safe transportation of explosives and other hazardous material. DoD Components may contact the Department of Transportation (DoT) and other Agencies directly in cases of emergency or for technical consultations on hazardous materials. Shipment of sensitive conventional arms, ammunitions, and explosives shall conform to requirements of DoD 5100.76-M, reference (bb). DoD Directive 6055.13 (reference (cc)) provides guidance for prevention of, and emergency response to, transportation accidents involving conventional DoD munitions and explosives.

10. Processing and Shipping DoD-Sponsored Retrograde Materiel. This Directive supercedes that guidance previously in DoD Instruction 4500.35 (reference (d)). DoD Components shall:

a. Prevent the introduction of hazardous articles into cargo classified as "general cargo or vehicles," and prevent rodents, arthropod vectors of human disease, snails, termites, and other agricultural pests, and soil capable of harboring plant pests and animal disease organisms that may be in retrograde cargo from entering the United States, its territories, and possessions. Retrograde cargo quarantine processing shall be done at the point of foreign origin, including inspection and decontamination, if required, of authorized carriers ships and aircraft before loading DoD cargo.

b. Arrange and provide administrative, logistics, and medical support to the United States Department of Agriculture (USDA) or to the United States Public Health Service (USPHS) advisors and/or inspectors at specific foreign embarkation points. Retrograde DoD cargo shall not be embarked without official clearance certification or free pratique authorization by a certified quarantine inspector. Retrograde of foreign equipment for repair and return shall be arranged on a space available, reimbursable basis.

c. Arrange for examination or inspection of all passengers, crew members, accompanying baggage, cargo, and equipment on any DoD-sponsored ship or aircraft departing outside the customs territory of the United States (CTUS) and destined to enter the CTUS in accordance with DoD 5030.49-R, reference (dd).

11. Employment of Military Resources for Military Assistance to Safety and Traffic (MAST). This Directive replaces that guidance previously in DoD Directive 3000.2 (reference (g)).

a. Military units shall assist civilian communities in providing medical emergency helicopter services beyond the capability of that community. Military units shall not compete for emergency medical evacuation missions in areas where support can be provided by civilian contractors.

b. Military support only shall be accomplished as a by-product of, and within, the Military Department's annual training program and without adverse impact to the unit's primary military mission. MAST support may be discontinued with little or no advance notice because of DoD priorities.

c. Support only may be provided subject to the following specific limitations:

(1) Assistance may be provided only in areas where military units able to provide such assistance regularly are assigned.

(2) Military units shall not be transferred from one area to another for providing such assistance.

(3) Assistance may be provided only to the extent that it does not interfere with the performance of the military mission.

(4) The provisions of assistance shall not cause any increase in funds required for DoD operation.

(5) The Secretary of Defense, or designee, shall be the final decision authority for commitment of DoD resources to the MAST program.

(6) DoD costs incurred in the program shall be funded by the Military Departments within their annual training program.

12. Shipment and Documentation of Classified and Sensitive Materials

a. Shipment of Classified Materials. Shipments of classified materials shall conform to applicable requirements established by DoD 5200.1-R and DoD 5220.22-M (references (ee) and (ff)). Access to aircraft and vessels arriving from foreign countries by USDA and U.S. Customs officials acting in official cargo inspection capacity may not be denied because of cargo security classification. Shipments of sensitive conventional arms, ammunitions and explosives shall conform to requirements of DoD 5100.76-M, reference (bb).

b. Transportation Documentation of Movements to Support Classified Commander in Chief (CINC) or JCS Operations Plans

(1) Existing transportation documentation systems are designed to operate in an unclassified environment. Their use during contingencies and mobilization creates a potential for compromise of elements of the operative CINC or JCS operations plan. During such contingency operations, transportation documentation containing classified information, which normally would be unclassified in execution, must be structured and communicated without compromising security information.

(2) When considering major modifications to, or development of, new transportation documentation and related information systems, the movement of personnel and material is the prime consideration, and the necessary documentation and/or data transmittal should not impede that effort. The implications of security classifications must be recognized in developing Service-unique and DoD transportation documentation and/or data systems and any major enhancements to existing systems.

13. Automation of Transportation and Traffic Management Functions. When developing automated transportation systems, the following guidelines shall be considered:

a. Use of existing electronic data interchange transaction standards that are common within the transportation industry and Government.

b. Use of commercially developed, off-the-shelf software when it meets DoD requirements.

c. Development of real-time systems interfaces with the transportation industry.

d. Interfacing of transportation systems with integrated logistics and financial systems.

e. Incorporation of system design features that facilitate evolutionary improvement and updating transportation systems based on new technology.

f. Joint Service development of transportation systems when determined to be beneficial.

g. Development and use of secure transportation automated systems that are survivable in national emergency, mobilization, and war.

14. Transportation Planning Process. DoD transportation managers at all levels shall emphasize efficient management of transportation resources through a structured transportation planning process. The transportation planning process should include the following:

a. Providing for operation of transportation systems in time of national emergency, mobilization, and war.

b. Using and promoting the types of equipment and/or services necessary to fulfill the DoD logistics mission.

c. Identifying the resources required to meet movement requirements, present and future.

d. Improving the process for selecting carriers.

e. Exploiting contractual and other long-term carriage arrangements.

f. Exploiting the bargaining leverage afforded by the volume of DoD movement requirements in negotiating transportation cost and service options for the movement of DoD cargo and passengers.

g. Incorporating state-of-the-art technology (i.e., symbology markings, microcircuitry, and electronic data interchange) in transportation system processes.

h. Providing to all interested carriers information on traffic distribution patterns, rates, and service requirements when it will assist MTMC in the negotiation of rates, increase competition, and improve service. (See the DTMR (reference (gg)).)

15. Non-DoD Use of DoD Transportation

a. DoD transportation resources may be used to move non-DoD traffic only when the DoD mission shall not be impaired and movement of such traffic is of an emergency, lifesaving nature, specifically authorized by statute, in direct support of the DoD mission, or requested by the Head of an Agency of the Government under 31 U.S.C. 1535 and 1536 (reference (hh)). The requesting Agency must provide a determination that the request is in the best interest of the Government and that commercial transportation is not available or, for reasons that must be specified, is not capable of satisfying the movement requirement.

b. Reimbursement for transportation provided by the Department of Defense to other U.S. Government Agencies and non-U.S. Government Agencies or private individuals is required and shall be in accordance with DoD 7220.9-M (reference (ii)). Rates shall be constructed using chapter 26 of reference (ii) to recover specific costs based on the type of agency supported. Non-DoD

U.S. Government rates shall recover costs that shall offset expenses from appropriated funds such as military and civilian pay or funded fringe benefit costs, and recover other significant costs such as the cost of fuel, landing fees, etc. Non-U.S. Government rates shall recover the full cost of operation to include those costs charged to other U.S. Government Agencies, plus miscellaneous costs, as provided in DoD 7220.9-M (reference (ii)). Specific rates or surcharges can be provided by the transportation operating Agencies. Reimbursement for transportation of FMS materials shall be in accordance with DoD 7290.3-M (reference (jj)).

c. Requests for the use of DoD transportation to move non-DoD traffic shall be handled, as follows:

(1) If a request is for immediate transportation to save a patient's life, it shall be referred immediately to the DoD Component possessing the needed transportation resource. That DoD Component, in accordance with its procedures and after verifying the medical necessity, may provide the transportation if this can be done without impairing the DoD mission.

(2) Other requests shall be referred for decision to the Director of Transportation Policy, OASD(P&L), unless they fall within a category for which the decision authority is exercised by another DoD element, under DoD 4515.13-R (reference (kk)), or do not meet the standards in this Directive. In the latter case, they should be denied by the organization receiving the request.

d. When DoD transportation has been authorized to move non-DoD traffic, the documents associated with customs, immigration, export, or other international travel and transportation requirements must be accomplished by the person or organization requesting the transportation.

D. RESPONSIBILITIES

1. The Assistant Secretary of Defense (Production and Logistics) (ASD(P&L)) shall be responsible for establishing policies and providing guidance to the DoD Components for efficient use of DoD and commercial transportation resources and the establishment and operation of the transportation single-manager operating Agencies.

2. The Joint Chiefs of Staff (JCS) shall:

a. Establish means for identifying requirements to the appropriate single-manager Agencies, maintain cognizance over those requirements, prescribe a transportation movement priority system, and institute a Joint Transportation Board to allocate transportation resources among the competing elements when requirements exceed transportation system capability.

b. Assign to the Commanders of Unified and Specified Commands the responsibility for providing direction, control, and supervision of all functions incident to the effective and economical procurement and use of land freight and passenger service from commercial transportation resources to accomplish their missions.

3. The Secretary of the Army shall:

a. Through MTMC, as prescribed by DoD Directive 5160.53 (reference (n)), provide:

(1) CONUS traffic management services for passengers and freight and worldwide personal property movements management.

(2) Ocean cargo booking and contract administration for MSC agreements and contracts with ocean carriers.

(3) Intermodal container management.

(4) Operate or arrange for operation of common-user ocean terminals in CONUS and operate overseas ocean terminals under agreements with overseas commanders.

b. Make common-user land transportation available in overseas areas to the other Military Departments as agreed and assigned by the Unified Command Commander. Coordinate the planning and requirements for the use of DoD-controlled land transportation equipment and facilities.

c. Serve as the DoD Executive Agent for the MAST program and, as such, shall implement DoD policy; provide direction on plans, procedures, and requirements; and task DoD Components having cognizance over military resources that may be employed in support of the MAST program. Forces that are under the operational control of Commanders of Unified or Specified Commands shall not be tasked to support the establishment of MAST sites without the approval of the Chairman of the JCS (CJCS).

4. The Secretary of the Navy (SECNAV), through MSC, as authorized by DoD Directive 5160.10 (reference (o)), shall provide:

a. Strategic Sealift Forces to deploy and sustain U.S. military forces worldwide in peacetime and wartime.

b. Naval Fleet Auxiliary Forces to support U.S. Navy operations worldwide.

c. Special Mission Support Forces in responding to specific DoD tasking for designated U.S. Agencies and sponsors worldwide.

5. The Secretary of the Air Force shall:

a. Through MAC, in compliance with DoD Directive 5160.2 (reference (p)), provide common-user airlift services and military airlift during peacetime and wartime, periods of emergency and crises, and for JCS exercises.

b. Develop, publish, and maintain in coordination with the other DoD Components and the ASD(P&L), using procedures consistent with DoD 5025.1-M (reference (11)), a single DoD Regulation (DoD 4515.13-R, reference (kk))

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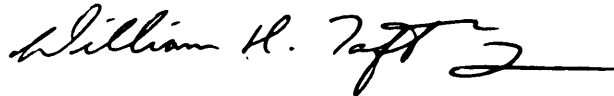
governing transportation on DoD-owned or -controlled aircraft. Ensure that the Regulation implementing this Directive provides guidance on conditions under which DoD-owned or -controlled airlift may be used, criteria for assigning air movement priorities, reimbursement for the use of DoD-provided air transportation, and other matters appropriate to the Airlift Service Industrial Fund and other DoD-owned and -controlled aircraft.

6. The Commander in Chief, U.S. Transportation Command (USTRANSCOM), shall be the primary commander responsible for the transportation-oriented elements of strategic mobility planning and operations, and maintaining the Joint Deployment System. The command shall be responsible for worldwide strategic mobility planning (deliberate and execution), deployment-related automated data processing (ADP) systems integration, and centralized wartime traffic management.

7. The Defense Security Assistance Agency (DSAA) shall be the primary Agency responsible, in coordination with ASD(P&L), for transportation issues associated with the movement of security assistance materials.

E. EFFECTIVE DATE AND IMPLEMENTATION

This Directive is effective immediately. Forward one copy of implementing documents to the Assistant Secretary of Defense (Production and Logistics) within 180 days.



William H. Taft, IV
Deputy Secretary of Defense

Enclosures - 2

1. References
2. Strategic and Tactical Airlift Approval and Coordination Procedures

REFERENCES, continued

- (e) DoD Directive 5100.21, "Delegation of Authority to the Assistant Secretary of Defense (Manpower, Reserve Affairs, and Logistics) and to the Secretary of the Army," October 30, 1980 (hereby canceled)
- (f) DoD Directive 5160.25, "Delegation of Authority to the Secretary of the Navy," October 27, 1958 (hereby canceled)
- (g) DoD Directive 3000.2, "Employment of Military Resources for Military Assistance to Safety and Traffic (MAST)," September 1, 1976 (hereby canceled)
- (h) DoD Directive 4515.12, "Department of Defense Support for Travel of Members and Employees of the Congress," December 12, 1964
- (i) DoD Instruction 5435.2, "Delegation of Authority to Approve Travel In and Use of Military Carriers for Public Affairs Purposes," April 25, 1975
- (j) DoD Directive 4500.43, "Operational Support Airlift," October 30, 1985
- (k) DoD Directive 4500.36, "Management, Acquisition, and Use of Motor Vehicles," April 10, 1985
- (l) DoD Directive 4500.34, "DoD Personal Property Shipment and Storage Program," April 10, 1986
- (m) DoD Directive 4500.53, "Commercial Passenger Airlift Management and Quality Control," May 15, 1987
- (n) DoD Directive 5160.53, "Single Manager Assignment for Military Traffic, Land Transportation, and Common-User Ocean Terminals," March 24, 1967
- (o) DoD Directive 5160.10, "Single Manager Assignment for Ocean Transportation," March 24, 1967
- (p) DoD Directive 5160.2, "Single Manager Assignment for Airlift Service," October 17, 1973
- (q) Federal Acquisition Regulation (FAR), Parts 47.3 and 47.5
- (r) Public Law 85-726, "Federal Aviation Act of 1958," Section 401 (49 U.S.C. 1301, et. seq.)
- (s) Title 49, United States Code, Section 1517
- (t) Comptroller General of the United States, B-148942, "Guidelines for Implementation of Section 5 of the International Air Transportation Fair Competition Practices Act of 1974," March 12, 1976
- (u) Joint Travel Regulation (JTR)
- (v) Presidential Memorandum, "Delegation of Authority Under the Cargo Preference Act," August 7, 1985
- (w) Secretary of Defense Memorandum, "Ocean Transportation of Department of Defense Supplies," August 8, 1985
- (x) Public Law 81-891, "Act of December 27, 1950" (Title 64 Statute 1120) (46 U.S.C. note preceeding Section 1)
- (y) "Merchant Marine Act of 1920," Section 27 (46 U.S.C. 883) ("Jones Act")
- (z) "Merchant Marine Act of 1936," Section 503 (46 U.S.C. 1153)
- (aa) Title 10, United States Code, Section 2634
- (bb) DoD 5100.76-M, "Physical Security of Sensitive Conventional Arms, Ammunition and Explosives," February 1983, authorized by DoD Directive 5100.76, February 10, 1981
- (cc) DoD Directive 6055.13, "Transportation Accident Prevention and Emergency Response Involving Conventional DoD Munitions and Explosives," May 27, 1988
- (dd) DoD 5030.49-R, "Customs Inspections," May 1977, authorized by DoD Directive 5030.49, January 6, 1984
- (ee) DoD 5200.1-R, "Information Security Program Regulation," June 1986, authorized by DoD Directive 5200.1, June 7, 1982

- (ff) DoD 5220.22-M, "Industrial Security Manual for Safeguarding Classified Information," November 1986, authorized by DoD Directive 5220.22, December 8, 1980
- (gg) Defense Traffic Management Regulation (DTMR)
- (hh) Title 31, United States Code, Sections 1535 and 1536
- (ii) DoD 7220.9-M, "Department of Defense Accounting Manual," October 1983, as amended, authorized by DoD Instruction 7220.9, October 22, 1981
- (jj) DoD 7290.3-M, "Foreign Military Sales Financial Management Manual," September 1986, authorized by DoD Instruction 7290.3, June 29, 1981
- (kk) DoD 4515.13-R, "Air Transportation Eligibility," January 1980, authorized by DoD Directive 4515.13, June 26, 1979
- (ll) DoD 5025.1-M, "Department of Defense Directives System Procedures," April 1981, authorized by DoD Directive 5025.1, October 16, 1980

STRATEGIC AND TACTICAL AIRLIFT APPROVAL AND COORDINATION PROCEDURES

<u>CATEGORY</u>	<u>APPROVED BY</u>	<u>COORDINA- TED BY</u>	<u>TASKED BY</u>
<u>A. REQUESTS FROM DoD COMPONENTS:</u>			
1. Services, Joint Staff, Defense Agencies, or Unified and Specified Commands	DoD Component Airlift Validators	Not Required	DoD Component Airlift Validator
2. OSD	OSD Executive Secretary (OSD-ES)		AF/Director for Transportation (LET), Joint Staff, (AF/CVAM), DIA, or DSAA, as appropriate
<u>B. REQUESTS FROM NON-DoD AGENCIES OF THE U.S. GOVERNMENT UNDER THE FOLLOWING PROVISION:</u>			
1. Meets 31 U.S.C. 1535 and 1536 (reference (hh)) guidelines ("Economy Act")	Director, Transportation Policy	OSD-ES	For Domestic and ASIF (MAC): AF/LET For International or Non-ASIF: Joint Staff (J-4), DIA, or DSAA, as appropriate
2. Does not meet the "Economy Act" Guidelines (reference (hh))	Deputy Secretary of Defense	OSD-ES OASD(P&L)	Same as in subsection B.1., above
<u>C. REQUESTS FROM NON-U.S. GOVERNMENT ACTIVITIES UNDER THE FOLLOWING GUIDELINES:</u>			
1. The Military Service determines it to be in the interest of the DoD and/or Military Service	OASD(P&L)	OSD-ES, Joint Staff (J-4)	International: AF/LET

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<u>CATEGORY</u>	<u>APPROVED BY</u>	<u>COORDINATED BY</u>	<u>TASKED BY</u>
2. Requests for Humanitarian Assistance	OASD(ISA)	OSD-ES, OASD(P&L)	Under Denton Amendment: AF/XOO (Space Available). Under McCollum Amendment: AF/LET (SAAM)
3. Requests for Disaster Relief	Domestic: Army International: OASD(ISA)	International: OASD(P&L)	For Domestic: Army Director of Military Support (DOMS), information to Joint Staff (J-4). For International: Joint Staff (J-4)
D. REQUESTS FOR PRESIDENTIAL SUPPORT (VOLANT BANNER OR VOLANT SILVER AIRLIFT MISSIONS)	White House Military Office (WHMO)	Not Required	USAF/CVAM
E. WHITE HOUSE DIRECTED MISSIONS PASSED BY THE WHMO	Secretary of Defense	OSD-ES OASD(P&L) OGC	AF/LET, information to Joint Staff (J-4)
F. REQUESTS FOR SUPPORT OF HOSTAGE REPATRIATION GENERATED BY THE WHMO OR THE DoS	Secretary of Defense	OSD-ES OSD(ISA) OASD(P&L)	Joint Staff (J-3 and J-4)
G. OTHER REQUESTS NOT SHOWN, IN SECTIONS A. THROUGH F., ABOVE	Secretary of Defense	OSD-ES OASD(P&L) OGC	For Domestic, or ASIF(MAC): AF/LET For International or Non-ASIF: Joint Staff (J-4)